DPD 4220-60 COPY ( OF Z

May 18, 1960

Dan:

Contract LW-473 Reference:

Enclosed herewith for your information and

file are three (3) copies of

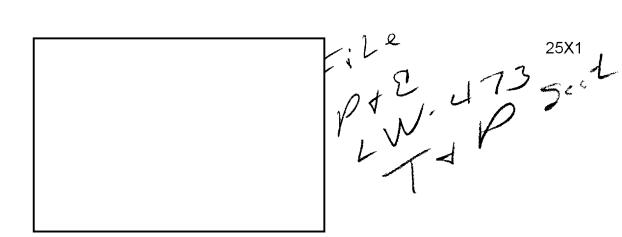
Report on his recent trip.

Charlie

pma

Enc. (3)

STRATINITEL



May. 16, 1960

STATINTL

FROM:

SUBJECT:

TO:

Trip Report

REFERENCE: Contract LW473

### A. INTRODUCTION

As part of a max I visited Detachment B and Detachment C to insure that the best efforts, knowledge and experience were being utilized to maximise quality and reliability in the operation of the special equipment.

### 1. Itinerary

The total elapsed trip time was from 12 April 1960 through 9 May 1960. The morning of 13 April was spent at Headquarters for briefing. Arrival at Detachment C was on 15 April and departure was on 20 April. Arrival at Detachment B was on 24 April and departure was on 1 May. Arrival home was on 6 May.

### 2. General Comments

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Both \_\_\_\_\_\_at Detachment C and \_\_\_\_\_at
Detachment B indicated that they were satisfied with equipment performance, and
with the personnel responsible for its maintenance and operation. In general,
the working areas at both detachments were clean and orderly, and the equipment
properly serviced and maintained.

#### B. SHOP PACILITIES

## 1. Detachment C

At Detechment C the facilities and working area are adequate. Some shortage in hand tools exists, but these should be readily available through normal supply channels.

## 2. Detachment B

At Detachment B the facilities are adequate, but the working area is so small it is exceedingly difficult to properly maintain and bench test equipment. Approval has been granted to enlarge the area, and this should improve working conditions considerably.

### C. EQUIPMENT

#### 1. Charters

I found the charters at both detachments badly in need of

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TO: FROM Pere two

factory everhaul, and this indicates that the turn-around now being accomplished is being does none too soon. Besings, latobee and invers, shafts etc. are showing signs of wear, and are adversely affecting the operations and results. The principal problem areas are format shift and double soon. These difficulties are being corrected during the turn-around. The latch and lever assemblies require constant maintenance and will be carefully studied for a means of improving the design.

# 2. Driftsights

The Briftsights also show signs of wear, and a turn-around would be beneficial at an early date. There are no space Briftsights at either detachment, and this condition should be rectified. To pull, repair, clean and reinstall a Briftsight can take from 24 to 36 hours of straight work.

# 3. Hand Controls and Cables

The operation of the Hand Controls and the condition of the cables appear to be satisfactory and there are enough spares in the system.

## 4. Sextant

Our particular group is responsible for the Sextent only at Detechment C. They have encountered as unusual difficulties, and we believe sufficient spares are in the system.

### D. PERSONNEL

### 1. Detechment C

At Betschment C there exists a good working relationship between detechment command and the personnel involved on this equipment. Cooperation with other groups is also very good. In some cases, however, more advanced notice of an operation would be desirable for preparation of the equipment.

# 2. Betschwent B

At Betschment B we maintain good working relationships with detechment command, even though we must operate through mother group. This is a disadvantage, since we are unable to get first hand information of problems that may come up during debriefing. In addition, we are not always notified of an operation or the cancellation of an operation. This means that many trips are made to the work area at odd hours only to find the operation has been cancelled, or we are not present to prepare the operation.

The transportation facilities are inadequate. Our group has no transportation of its own, and must borrow vehicles for odd hours trips when the taxi is not running. Often the vehicle owners are left with no transportation to the work area.

The scope of the operation is such that at least two men are required in the area at all times. One of our people on R & R or staging imposes extreme hardships on the one remaining.

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	E. CONCLUSIONS			• • • • • • • • • • • • • • • • • • • •	
	performing every fur trenely well. Each	chments are extremel notion work together operation is accomported its function in are necessary.	and coordinate	their operat	ions ex-
· · · · · · · · · · · · · · · · · · ·	Our people well. They are well ment, and we feel the minimum.		eration and main	tenance of th	eir equip-
	F. RECOMMENDATIONS		·	<b>3</b>	
•	duties adequately, at care of. The follow continued operation  1. A spanit would be possible a vehicle at any time.	wing recommendations and improved reliab re Driftsight should to have a clean an	are considered ility. be supplied to	each detache	ential for ent, so that
	for transportation		eros as discus	sed previousl	<b>y.</b>
	so they can be made	sphone should be sup sware of their requ rd man should be sta	irements.		
	the tremendous work	load now imposed on	two men.		
	5. This is attend briefings and	special equipment gr debriefings, and b			
	6. Lights supplied for staging	meight metal carrying operations.	g cases for the	charters sho	uld be
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